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Urban Development & Housing Department

**Resolution
19 May, 2017**

Memo No.- 06A/न॰वि॰/UT(TOD Policy 2016)-13/2016-3284

Subject:- Jharkhand Transit Oriented Development Policy-2016

**1. Vision of Jharkhand Transit-Oriented Development Policy (2016-2026)
[JTODP 2016-26]**

- 1.1. Jharkhand's cities will be people-friendly and compact such that they support thriving economic growth while offering a good quality of life.
- 1.2. They will have integrated land use and transit systems that provide safe, reliable, and convenient access for people of all ages, incomes, genders, and abilities and enable the movement of people and goods at the least environmental, social, and economic cost.

2. Introduction to JTODP 2016-26

- 2.1. The Government of Jharkhand (hereinafter referred to as “GoJ”) has created a policy framework to sustainably guide the state’s urban development and transit investments over the next decade.

- 2.2. Jharkhand's urban growth has been accompanied with increase in ownership and use of personal motor vehicles (PMVs). Over the past decade, several of Jharkhand's cities have permitted and facilitated low-density urban sprawl, often in the form of gated complexes with mono-functional land uses, such as only residential, commercial or industrial. This approach coupled with poor public transit (PT) infrastructure has contributed to longer commutes, growing dependence on PMVs, increasing congestion and road fatalities, deteriorating air quality and public health, and poor mobility options, especially, for the urban poor and other vulnerable groups.
- 2.3. As Jharkhand's cities grow, there will be an increase in the demand for residential and commercial space, affordable housing options, basic civic infrastructure such as parks, educational and health amenities along with transit infrastructure to facilitate access.
- 2.4. GoJ has thus, adopted the JTODP to guide existing and future urban development in an efficient, equitable and environmentally sustainable manner. Using a transit-oriented development (TOD) approach, the policy provides a strategic framework to create compact, liveable cities where 80% or more of a city /metropolitan area's population can access housing, employment and amenities within walking distance of high quality PT. It encourages urban planning practices that promote sustainable modes of transit (walking, cycling and PT) while simultaneously discouraging and disincentivising the use of PMVs.

3. Coverage and Applicability of JTODP 2016-26

- 3.1. JTODP shall come into force with immediate effect from the date of its gazette notification by GoJ. Broadly, it shall be applicable to:
 - i. All Urban /Regional Development Authorities (U/RDAs) in Jharkhand.
 - ii. All urban agglomerations and municipalities in Jharkhand with a population of 1 lakh and above.
- 3.2. JTODP shall, subject to its relevance, duly inform the functioning of all Departments, Corporations and Agencies of GoJ at the state and at the city levels. It shall also, accordingly, apply to all urban local bodies (ULBs) concerned - including all the authorities, parastatal entities and companies of GoJ who plan, manage, implement, monitor, and enforce systems of sustainable urban transit and land use.
- 3.3. Where applicable, it shall duly inform the processes of framing development control regulations (DCRs) or Bye-Laws, preparation of master plans, development plans (DPs), strategic mobility plans (SMPs), local area plans (LAPs), detailed project reports (DPRs) or other proposals for accessing GoJ or Government of India (GoI) funds. It shall also be, duly, applicable to new legislations of GoJ or for amendments, as applicable, of the existing ones as also the public-private partnership (PPP) arrangements entered into by GoJ or the above mentioned entities, under GoJ's aegis, at the state or city level.

4. Principles and Goals for Sustainable Urban Transit and Land Use Planning

- 4.1. GoJ shall adopt sustainable urban development principles in achieving the vision of TOD in Jharkhand. In the adoption of these principles, GoJ shall coordinate strategies and implementation of spatial planning and PT such that most of its residents' mobility needs are met through walking, cycling and PT. Availability of these modes would be enhanced

by best-in-class core and supporting infrastructure, facilities and an enabling environment for accessing and using the same.

4.2. The sustainability principles are:

- i. Social inclusion and equity.
- ii. Environment friendliness.
- iii. Safety.
- iv. Resource efficiency.

4.3. GoJ will facilitate the creation of duly aligned sub-policies, plans and infrastructure, and development projects that:

i. **Include transit first policies that enable creation of high quality PT systems that are cost-effective, reliable, convenient, safe, and accessible by all regardless of age, income, gender, ability or social standing.** The relevant system type, capacity, routes and the vehicle type will be determined by the preparing SMPs as described in Section 6.1. Specifically,

- a) Cities with a population of 1 lakh or more must focus on expanding and improving city bus transit (CBT) and intermediate public transit (IPT) network and services.
- b) Cities with a population of 5 lakh or more must plan for a mass rapid transit (MRT) system in addition to CBT. The need of providing for more-volume-per-trip applies to freight movement as well. However, it is a lesser concern for freight movement, because use of PMVs is fuelled not by business considerations, but by considerations of convenience, including comfort of those using them.
- c) At least 80% of the city or metropolitan population must have access to CBT and MRT within 400 metres (m). A belt of 400m would be delineated on either side of CBT and MRT corridors as Transit-oriented Zones (TOZs).

ii. **Create a MRT network** to provide, fast, convenient and safe travel for all, duly integrated with other PT services. GoJ/ULB/UDA/RDAs will develop appropriate MRT systems in the form of street level systems like bus rapid transit (BRT) or light rail transit (LRT) that make for quick setting up and easy and convenient access while retaining a metro-like interface and service quality. BRT has the added advantage of flexibility - buses can enter and exit the corridor to provide direct last mile connectivity and lower cost. This also ensures that commuters can access MRT stations in the quickest and shortest manner possible, without relying on PMVs. Specifically,

- a) At least 50% of the city or metropolitan population must have access to MRT within 400m.
- b) Statutory backing will be provided for MRT and CBT corridors in development and transit policies /plans. In turn, the plans shall specify the alignment of these corridors as well as delineate right-of- ways, as applicable, for creation of these transit modes.
- c) Land will be identified for instituting and /or expanding MRT and CBT infrastructure such as bus depots, terminals etc.

- d) Creation of car-oriented infrastructure such as flyovers, widened roads, parking facilities etc. will be given less priority.
- iii. **Develop a fine grid of streets with walking and cycling facilities to provide access to CBT and MRT systems.** Specifically,
 - a) Walking and cycling infrastructure will be created along and within a 1.2 km belt on either side of CBT and MRT corridors. State will endeavor to incorporate street design guidelines in DPs /Master Plans (MPs) to create 'Complete Streets' that cater to all road users.
 - b) Access to transit will be improved by creating street network plans for transit-oriented zones (TOZs), whereby, ULBs and other authorities will make effort to develop public streets for a block of every 1 hectare or less, and appropriate provisions will be made to create new access streets. The ULBs and other authorities will try to restrict the length of any side of the block within 150m.
- iv. **Permit mixed land uses in TOZs,** so that residences can be located close to employment and amenities and daily trips can remain short for people, thereby facilitating walking. Specifically,
 - a) TOZs will be designated as a mixed land-use zone with pedestrian-oriented uses on the ground floor such as mercantile uses.
 - b) Low people density, automobile oriented and non-pedestrian friendly uses within the TOZs will be discouraged.
- v. **Match built area density with MRT capacity and promote mixed-income development,** so that at least 50% population of a city /metropolitan area can live and work within walking distance of high capacity MRT systems. Specifically, land use plans and regulations will:
 - a) Plan MRT-based TOZs as high intensity development zones, which accommodate built-space needs (housing, commercial, social) of atleast the above mentioned population.
 - b) Provide for additional floor area ratio (FAR) in these TOZs as compare to the rest of the city /metropolitan area. This additional FAR can be utilised on payment of a premium as decided by the ULB/UDA/RDA.
 - c) Have MRT-based TOZs as receiving zones for Transfer of Development Rights (TDR) generated in historic, disaster prone and environmentally sensitive areas, and as defined by GoJ. The TDR should be used in the same or adjoining wards.
 - d) Maximise use of FAR by removing other restrictions on building - height, coverage, and bulk (other than the minimum fire safety access standards as well as by eliminating front setback requirements).
- vi. **Develop affordable housing** for persons belonging to economically weaker sections (EWS) and lower income groups (LIG), as per the Jharkhand Housing Policy (2016), with convenient access to CBT /MRT, jobs and education opportunities and basic urban services. Cities will adopt guidelines and financing

mechanisms to encourage different typologies of affordable housing in TOZs depending on their location, so that the urban poor, which depend on CBT and MRT, have good access to it, and are not displaced to outlying areas with poor access to services and public transit. Specifically,

- a) Upgradation and in-situ rehabilitation of existing housing for the urban poor, as appropriate, will be prioritised by adopting guidelines and in line with good practices. These shall not be more than 15m high and the required transit infrastructure will also be provided.
 - b) Relocation of slums and low income housing will be discouraged unless they are located in disaster prone areas. When relocated, the slums will not be moved more than 3 kilometres from current residence.
 - c) Create an inventory and asset management strategy for publicly owned land in the city, in order to develop and meet the city's affordable housing targets. The strategy shall prioritize affordable housing development on public land within TOZs.
- vii. **Promote compact growth** through appropriate zoning, regulatory measures and taxes in order to encourage redevelopment and development of vacant land within the TOZs and the city /metropolitan area, discourage sprawl in peri-urban and rural areas and protect regional ecosystems. Specifically,
- a) Regional planning will be undertaken to identify and delineate growth corridors, regulate peri-urban development, protect fertile agricultural lands, regional watersheds and environmental areas.
 - b) Taxes, such as, but not limited to, vacant land tax will be imposed to curb speculation.
- viii. **Develop buildings, which support street life** by creating urban design guidelines that foster safe streets for walkers, cyclists and PT users, consequently, transforming streets into vibrant places. Specifically,
- a) Urban design guidelines will be included in land use plans meant to ensure that streets are active and vibrant at all times of the day.
 - b) It will be required that the building line(s) on all plots abutting public street(s) are continuous to a minimum height of 7.4 meters from the road level, with habitable space inside and requiring that for plots along CBT and MRT corridors, a minimum of 80% of plot frontage should comply with this, whereas, for other plots, a minimum of 50% of plot frontage should comply with this.
 - c) 'Eyes on the street' will be ensured by mandating a certain "transparency" in boundary walls so that streets are safe for all sections of society, at all times.
 - d) Off-street parking will be designated such that public pedestrian infrastructure does not abut off-street parking areas.
 - e) It will be ensured where possible that plot vehicular entrances are located on secondary streets, away from MRT and CBT corridors, even as the

number of vehicular entrances intersecting public pedestrian infrastructure are minimized, with the width of vehicular entrances, duly, specified where need be.

- f) Building permits will be issued only if the proposed designs conform to the urban design guidelines stipulated in this policy and the necessary and desirable ones beyond it.

ix. **Restrict PMV use and ownership** by adopting, at the very minimum, parking and travel demand management (TDM) strategies across the city. Shifting PMV users to CBT and MRT modes is critical because PMVs occupy more road space per person as compared to PT modes while in motion or when parked (which they are 95% of the time). The precious road space taken up by PMVs can be used more efficiently and equitably for PT and NMT. Moreover, it is important that the use of the road space by PMVs (subject, to a maximum limit, depending on road width) is, duly paid for. Hence, it is critical that Jharkhand's cities adopt parking management strategies that restrict parking supply, even as they charge market-based fee for on-street and off-street parking. Specifically,

- a) A market-oriented approach will be adopted for parking charges. Parking pricing will be based on demand and availability of supply. Further, parking regulations and rules will be enforced to prevent spill-over from off-street parking areas.
- b) Parking will be, mandatorily, provided for cyclists and persons with disability in all developments and it will be exempt from FAR.

4.4. Deriving from the above mentioned principles, GoJ sets the following achievable goals for the forthcoming decade - whose attainment will be facilitated and ensured by JTODP.

Metric	Minimum goal	Target year
Mode share	Walking, cycling and PT account for at least 80% of all person trips. Mode share should be retained at this level or improved in future.	2026
Persons near Transit (PNT)	At least 80% of the city /metropolitan population lives within 400m of CBT and MRT corridors; At least 50% of the the city /metropolitan population lives within 400m of MRT corridors.	2026
Jobs Near Transit	At least 80% of jobs are within 400m of CBT and MRT corridors; At least 50% of jobs within 400m of MRT corridors.	2026
Average motorised trip length	Stabilised at 2016 levels and remains or decreases in the future.	2026

- 4.5. For implementing this policy, GoJ recommends apt and adequate referencing with established national and /or international standards, benchmarks, or practices related to built infrastructure or operational measures. Standards of Indian Roads Congress (IRC) or Bureau of Indian Standards (BIS) are examples. Where such standards are missing GoJ shall devise suitable standards for itself.

5. Institutional Frame: Regulatory and Implementation Mechanisms

- 5.1. In order to implement the JTODP, GoJ shall amend relevant acts and regulations such as, but not limited to, the following:
- i Jharkhand Town Planning and Improvement Trust Act, 1954;
 - ii Jharkhand Building Bye-Laws, 2016;
 - iii Jharkhand Regional Development Authority Act, 2006;
 - iv Jharkhand Municipality Act, 2011.
- 5.2. GoJ will devise an appropriate institutional set up and due processes to coordinate with various departments, organizations and public authorities concerned for the successful implementation and operationalization of JTODP. These shall include State-level Departments of Urban Development and Housing, Finance and Planning, Transport, Road construction, Revenue, Registration and Land Reforms, Building Construction, Industries and others - as applicable.

Specifically,

- i A Land Use and Transit Integration (LUTI) Task Force will be created within 2 months of the announcement of this policy, to prepare plans to promote sustainable transit and land-use and transit integration, such as the SMP, PT and MRT Plans, DP and LAPs. The LUTI Task Force will comprise representation from the UDA /RDA, ULB, Mass Transit Authority (MTA), and PT Authorities.
 - ii A LUTI Committee will be created within 3 months of the announcement of this policy, to review and monitor the preparation of SMP, PT and MRT Plans, DP and LAPs and to facilitate inter-agency coordination. LUTI Committees will include representation from the following authorities - MTA, UDA /RDA, ULB, Bus Transport Authority, Traffic Police, Police, RTO, State Transport Undertaking (STU), Urban Development, Transport and Pollution Control Departments. Additionally, all concerned state departments and central ministries must be included depending on the city /metropolitan area.
- 5.3. This purposive coordination shall also be aimed at the provisioning of basic and essential urban services like water supply, solid waste and sewerage management, and public health as a key objective.
- 5.4. GoJ will work toward setting up of a dedicated Unified Metropolitan Transport Authority (UMTA) in all urban agglomerations with a population of 5 lakh and above, within 12 months of the announcement of this policy. In these cities, the erstwhile LUTI Committee will transition into the UMTA within this time frame.

- 5.5. UMTA will be a development and regulatory authority. To this end, GoJ will expedite passing an UMTA Act. Though an UMTA's role and responsibilities will be defined, in detail, in the applicable Act(s), some key points in this regard are mentioned below for guidance. UMTA will:
- i. Facilitate dialogues among Central, State and city-level agencies that are involved in the planning, design, management, and operation of the transit system.
 - ii. Encourage the exchange of information about projects under implementation, disseminate information on best practices, coordinate strategic plans, and develop designs for intermodal facilities.
 - iii. Amend existing and devise appropriate service level benchmarks (SLBs) to regulate urban transit systems /facilities.
 - iv. Develop a database of indicators to monitor transit service levels, usage patterns, and trends, and populate the database with information gathered from transit operators and through primary surveys.
 - v. Authorize allocation of funds from Urban Transport Fund (UTF) created at the level of the city.
- 5.6. GoJ will, duly, assist the creation of dedicated UTFs.
- 5.7. Proceeds from the UTF shall be spent on developing street networks, PT, MRT and for appropriate and adequate capacity building initiatives ranging from awareness and sensitization to knowledge and skill training of the various stakeholders concerned, at various levels.
- 5.7.1. Broadly, contributions to UTFs may come, among other things, from revenues from PT fares, from charges levied on PMV ownership and use i.e. from market-based parking fees etc. The respective UMTA shall have the authority over deciding augmentation and allocation of UTF monies.
 - 5.7.2. In keeping with the key provisions of this policy, GoJ will assist all municipalities and UDA /RDAs to create new SMPs and DPs and regulations for urban areas to incorporate the recommendations of this policy or to revise these instruments as they exist at the time of this policy becoming operational.

6. Planning Process

- 6.1. All cities with a municipality are required to develop an SMP, which must be approved by GoJ. For the city concerned, on the whole, an SMP will:
- i. Set a vision and quantitative goals for transit system improvements at the city level. It should have a goal of a mode share of 80% or more for walking, cycling and PT and maintaining this mode share or improving on it by 2026 and beyond; and 20% mode share or less for PMVs by 2026 and beyond.
 - ii. Outline a comprehensive time-bound programme for expanding and improving NMT facilities, PT network and infrastructure, and TDM.
 - iii. Include explicit measures to reduce the absolute number of trips by PMVs and encourage a shift from PMVs to PT and NMT modes.

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- iv. Describe the land use reforms that would complement the proposed transit improvements.
 - v. Be consistent with this policy. In cases of conflicting guidance from agencies such as the IRC, the SMP and the projects prepared on its basis will always prioritise NMT and PT.
- 6.2. DPs of metropolitan regions and cities will give effect to the provisions of this policy. These will be prepared by the municipalities or UDA /RDAs or other relevant public agencies concerned. DPs will need to be approved by the GoJ as per the Jharkhand Town Planning and Improvement Trust Act (1954). A DP will:
- i. Set a vision and quantitative goals for achieving TOD. Toward this, it would prioritise developments around CBT and MRT and have a goal for a mode share of 80% or more for walking, cycling, PT and 20% or less for PMVs.
 - ii. Describe land use and zoning reforms to complement the proposed transit improvements as well as to encourage economic development in these areas.
 - iii. Regulate and discourage peri-urban development by creation of Regional Development Authority Act at appropriate level, discourage leapfrogging, conserve watersheds and environmental ecosystems at the regional scale.
 - iv. Include street design guidelines that comprehensively outline means of expanding and improving NMT facilities, public space and TDM.
 - v. Include off-street parking guidelines to reduce the absolute number of trips by PMVs and encourage a shift from PMVs to CBT and NMT modes.
 - vi. Include urban design guidelines to develop built form that complements sustainable transit modes and supports creation of safe public spaces.
 - vii. Prioritize affordable housing development near CBT and MRT, with access to employment, education opportunities and basic urban services.
 - viii. Identify various tools to encourage timely redevelopment of land in TOZs. This can be in the form of fiscal tools such as vacant land tax or procedural tools such as single window-clearance for projects in TOZs.
 - ix. Outline approaches to provide adequate physical and social infrastructure in cities, specifically, in TOZs, and identify mechanisms to finance these investments too.
 - x. Outline means of preservation of built heritage and open spaces in cities.
 - xi. Define the metrics, timeline and procedures to monitor impact.
 - xii. Outline means of implementing the JTODP through DCRs. MRT-based TOZ regulations shall come into force only after the construction of an MRT system has commenced.
 - xiii. Outline means of implementing the JTODP by due inclusion in policy making and implementing processes, contributions from other public authorities working in related urban sectors.

- 6.3. A two-tier planning system is recommended wherein, drawing on the directions in the DP, detailed Local Area Plans (LAPs) will take into account the pertinent needs at the ward or neighbourhood levels. A LAP will:
- i. Include detailed assessment of an existing area, its built form, development character and activity patterns, and existing physical and social infrastructure.
 - ii. Provide comprehensive guidance to enhance livability of the area through coordinated improvements in transit, physical and social infrastructure taking the detailed assessments into account.
 - iii. Provide detailed planning regulations for TOZs that are expected to experience significant development and change, through proper public participation.
 - iv. Specify proposals and recommendations for improvements of:
 - a. Streets network and PT infrastructure.
 - b. Land use and built-form regulations at individual plot level in the area.
 - c. Physical infrastructure improvement plans (including water supply, sewerage, solid waste, storm water management, affordable housing etc.).
 - d. Social infrastructure.
 - e. Public open spaces.
 - v. Include area-specific development regulations based on local needs, characteristics and context.
- 6.4. GoJ will prepare guidelines for preparation and effective implementation of SMP, DP and LAP and provide training to the city representatives concerned in the use of these guidelines. It will also create checklists to evaluate and approve SMPs /DPs /LAPs prepared by cities.
- 6.5. GoJ will also carry out appropriate legal-institutional measures to achieve the objectives of JTODP. It shall help cities mobilise resources to fund various plan initiatives. Such new financial measures or reforms to existing finance-raising mechanisms may include, but may not be limited to, property tax reforms, market-based parking fees, sale of premium FAR, vacant land tax, betterment levies, encouraging and promoting private sector participation, PPPs etc.
- 6.6. Moreover, GoJ will also encourage cities to adopt collaborative and transparent urban planning practices, in close consultation with key stakeholders and to ensure broad and economically diverse citizen participation at all stages of planning and implementation of various kinds of urban development.

7. Financing

- 7.1. GoJ will encourage cities to augment basic infrastructure such as water supply, sewerage, solid waste management, storm water drains, and affordable housing in the TOZs.

- 7.2. It shall, in keeping with this TOD policy, duly, prioritise sustainable transit projects, including MRT, PT, footpaths, cycle tracks, cycle sharing, and greenways, in order to meet the goals of JTODP. GoJ funding for urban transit, whether provided by its own resources, grants, or as loans from external sources, will be devoted only for funding sustainable transit projects.
- 7.3. GoJ funding for transit projects will be subject to consistency of a project with provisions of this policy as well as the following specific conditions. GoJ shall:-
- i. Priority will be given to the roads which are designed as complete streets with adequate facilities for pedestrians, cyclists, PT, intermediate PT and MRT users for funding.
 - ii. Provide funding for grade separators only if they are designed to improve share of sustainable modes.
 - iii. Not provide explicit or implicit subsidies for the purchase or use of any form of PMVs, including those propelled by compressed natural gas, electricity and other forms of, relatively, cleaner energy.
- 7.4. In this regard, Jharkhand's cities are required to meet the following conditions:-
- i. Their capital expenditures on NMT infrastructure, from their own resources as well as loans from external sources, should constitute at least 20% of the total spending on sustainable transit initiatives (applicable from the earliest budget after the adoption of this policy). Examples of such projects are: footpaths, cycle tracks, cycle sharing systems, and cycle parking. These initiatives /projects should be, especially, encouraged within TOZs.
 - ii. Their capital expenditures on infrastructure for PMVs, whether from its own resources or as loans from external sources, will not constitute more than 40% of total spending (applicable from the earliest budget after the adoption of this policy), except unavoidable circumstances. When building road infrastructure, railway over bridges (ROBs) or road networks to improve connectivity must be prioritised.
- 7.5. If a city does not meet these conditions, GoJ funding for new transit infrastructure projects will be withheld with immediate effect. If the city does not meet these conditions for two or more consecutive years, all GoJ funding for new and existing transit projects will be withheld.
- 7.6. As stated under “Institutional Frame: Regulatory and Implementation Mechanisms”, GoJ will assist cities in creating dedicated UTFs to manage financial resources for instituting sustainable transit systems. Herein, GoJ shall encourage UMTAs to, at the minimum, earmark/allocate the following for UTF:
- 7.6.1. At least 20% of the revenue generated from sale of Premium FAR.
 - 7.6.2. 100% of revenue generated from parking management.
- 7.7. As stated under "Planning Process", GoJ will support cities to mobilise resources to fund various initiatives identified in the plan. These can be through property tax reforms, market-based parking fee, sale of Premium FAR, vacant land taxes, betterment levies, encouraging and promoting private sector participation, public-private partnerships etc.

User fees, duly charged, can generate a large fraction, if not all, of the funds required to support the initiatives outlined in this policy. All the options available in this regard would be, duly, explored by all the authorities concerned.

- 7.8. In keeping with its commitment to strengthen urban local governance, GoJ will duly, devolve funding decisions to local authorities by, as referred to earlier, duly authorizing UMTAs and, among other things, by increasing the funding thresholds that trigger review of project proposals by GoJ.
- 7.9. Moreover, GoJ will provide full funding support for feasibility studies and DPRs for TOD, street design, cycle sharing, affordable housing, parking management and PT.

8. Monitoring Implementation

- 8.1. GoJ will, periodically, assess the effectiveness of JTODP and its implementation /operationalization by evaluating progress toward key milestones and measuring indicators in each city in which this policy is applicable.
- 8.2. The key milestones to be achieved are described below:
 - 8.2.1. Creation of a checklist by UDHD for reviewing and approving SMP, PT and MRT Plans and TOD related amendments in DCRs within 3 months of the announcement of this policy.
 - 8.2.2. Amendments to key state level legislation identified in Section 5.1 within 12 months of the announcement of this policy.
 - 8.2.3. Creation of LUTI Task Forces within 2 months, in all cities where the JTODP is applicable.
 - 8.2.4. Creation of LUTI Committees within 3 months in all cities wherein the JTODP is applicable. In cities with a population of 5 lakhs and more, the LUTI Committee will transition into the UMTA within 12 months of the announcement of the policy.
 - 8.2.5. Preparation of SMPs and submission within 9 months of the announcement of this policy. These will be approved with suggested modifications or as is within 3 months of submission.
 - 8.2.6. Preparation of PT and MRT Plans and submission within 15 months of the announcement of this policy. These will be approved with suggested modifications or as is within 3 months of submission. The PT and MRT Plans will be approved only upon their alignment with the approved SMP.
 - 8.2.7. Amendments /revisions to existing DPs within 24 months of the announcement of this policy, based on the SMP, PT and MRT Plans. The amendments will be approved as per the timelines stipulated in the Jharkhand Town Planning and Improvement Trust Act, 1954.
 - 8.2.8. New DPs will be prepared within the framework of the JTODP and the subsequent SMP, PT, and MRT Plans within 42 months of the announcement of this policy.

8.2.9. Capacity building of RDA /UDA, ULBs before and during preparation of SMP and TOD Plans.

8.3. The key indicators are:

- i. Percentage of population as well as jobs within 400m of CBT and MRT should increase.
- ii. Number of affordable housing units should increase.
- iii. Density of public “complete street” networks should increase.
- iv. Percentage of footpaths and cycle tracks that are continuous, wide, and obstruction-free should increase.
- v. Mode shares of walking, cycling and PT should increase.
- vi. Fatalities per year from traffic crashes should decrease.
- vii. PMV ownership and vehicle kilometres travelled should decrease.
- viii. Total road area used for PMV travel and on-street parking should decrease.
- ix. Supply of off-street parking should decrease.
- x. Concentration of local air pollutants, including sulphur oxides, nitrogen oxides, and particulate matter 2.5 should decrease.

8.4. GoJ will strive to establish a Geographical Information System (GIS)-based data centre within 3 months of announcement of this policy, to collect data pertaining to the said indicators. The first set of data, called “baseline” data, will be collected and published within 18 months of announcement of this policy. Thereafter, GoJ will publish this data on an annual basis and make it available to the public on a website.

9. Outreach and Capacity Building

9.1. GoJ shall undertake a mix of steps to get widespread support for the implementation and operationalization of this policy. These steps shall include, but may not be limited to:

- i. Developing and disseminating good practices, guidelines and standards, sub-policies, project plans /reports etc. for the design and management of TOD and sustainable transit infrastructure such as footpaths, cycle tracks, BRT, cycle sharing, greenways, and parking management systems.
- ii. Encouraging and providing incentives for its employees to use PT and /or NMT modes as part of their daily travel /commutes.
- iii. Initiating or supporting certification courses in sustainable urban transit for all the public officials who are involved in various aspects of transit planning and management, which will enhance pertinent expertise and facilitate more informed planning and management in this regard.
- iv. Engaging in public communications and running public information campaigns to promote TOD, NMT, and PT modes through print, electronic, and social media.

- v. Encouraging greater socialization of TOD, NMT, and PT by creating awareness through programs such as Car-Free Days, hours/Walk /Cycle-to-Work Days, and Bus Days.
- vi. Engaging with local communities, schools, colleges and non-government organizations, to educate and spread awareness of the benefits of TOD, of using NMT and PT rather than PMVs.
- vii. Publishing yearly reports on progress towards meeting the goals of JTODP.
- viii. Assisting in establishing a GIS-database and contributing timely information and other relevant support to regularly collect data and information, both from primary and secondary sources, to keep city-specific information up-to-date.

10. Policy evaluation:

- 10.1 Policy may be reviewed as and when required for assessing its effectiveness and making changes if necessary.
- 10.2 This policy shall come into force from the date of issue of this resolution.

11. Power of the State Government

- 11.1. Notwithstanding anything contained in the foregoing paragraphs of the Jharkhand Transit Oriented Development Policy, the Urban Development and Housing Department by issuance of notification in the official gazette may amend or withdraw any of the provisions and/or the schemes mentioned herein above.
- 11.2. If any difficulties arise in giving effect to provisions of the Jharkhand Transit Oriented Development Policy and/or if any dispute arises about the interpretation of any provisions of the said policy, the same shall be referred to the Honorable Minister, Urban Development and Housing Department through Principal Secretary/ Secretary, Urban Development and Housing Department.

By the order of the Governor of Jharkhand,

Rajesh Kumar Sharma,
Secretary to Government.
